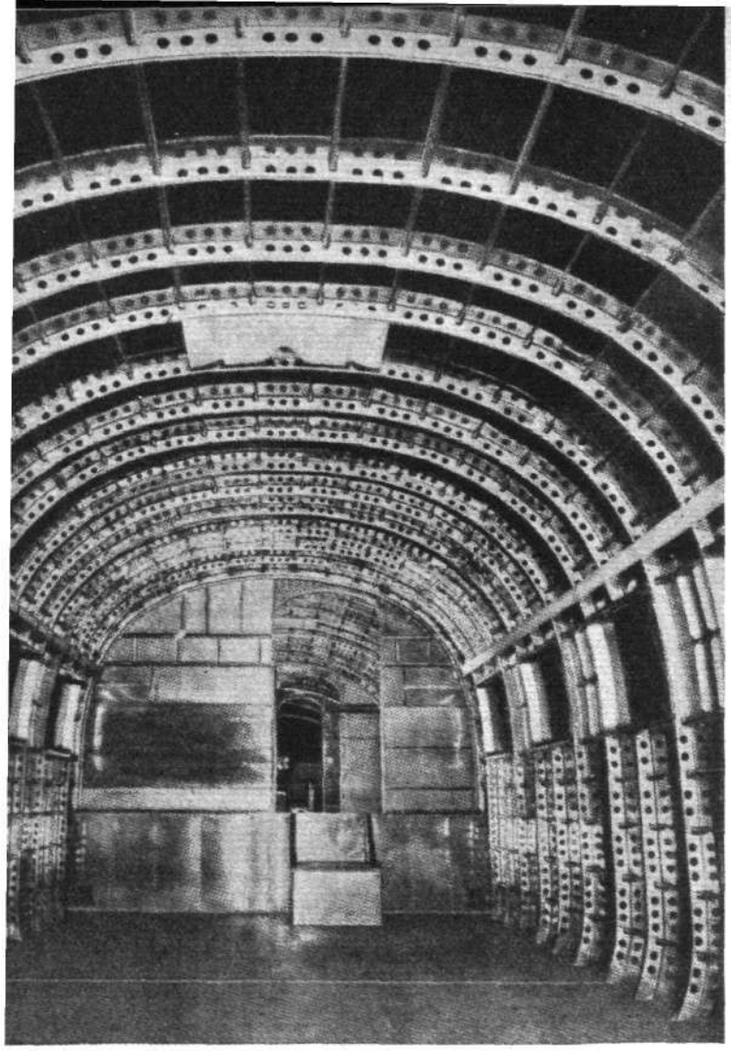


View inside the main cabin, looking forward. Note the steps over the rear spar in the door to the smoking room. The construction is fairly clear from this picture, taken before the walls were soundproofed.

The cabin accommodation of the Condor is divided into a smoking compartment with seats for nine passengers, and behind that a non-smoking compartment with 17 seats. The rear wing spar runs through the cabin at the dividing wall, so that steps have had to be built in for this doorway. Otherwise the cabins are quite unencumbered by excrescences.

The high-backed, well-upholstered chairs are adjustable for angle, and in front of each passenger is a small table with reading lamp. Each passenger also has his adjustable ventilator. Full headroom is provided in both cabins. The windows are large and provided with curtains for protection against sunlight. Each window is provided with an emergency handle so that in case of accident it can be used as an emergency exit. Soundproofing is claimed to be such that conversation can be carried on without raising the voice.

In front of the smoking room is a compartment for hand luggage, and the pantry and kitchen, which is equipped for electric cooking. Ahead of these, and separated from them by a wall, is the wireless operator's office, adjoining the pilots' cockpit. From the latter, which is, of course, provided with dual controls, the view is excellent, due to the extent to which the nose of the fuselage projects ahead of the engines. The layout of the instrument board is shown in a photograph. It will be observed that the equipment is very complete, and that the essential dials are within view from both seats. The loop aerial is carried inside the non-metallic nose-piece of the fuselage, in front of the instrument board. Here it offers no air drag, and is protected against ice formation.

Aft of the main cabin are the lavatory and the main freight compartment, as well as a compartment for the mails. The latter has been specially designed for the easy loading and unloading of mail bags. When carrying its full complement of 26 passengers, the Focke-Wulf Condor has a still-air range of 775 miles at a cruising speed of 205 m.p.h. This corresponds to a useful load of 7,000 lb. At a range of 1,550 miles the useful load is 2,870 lb.

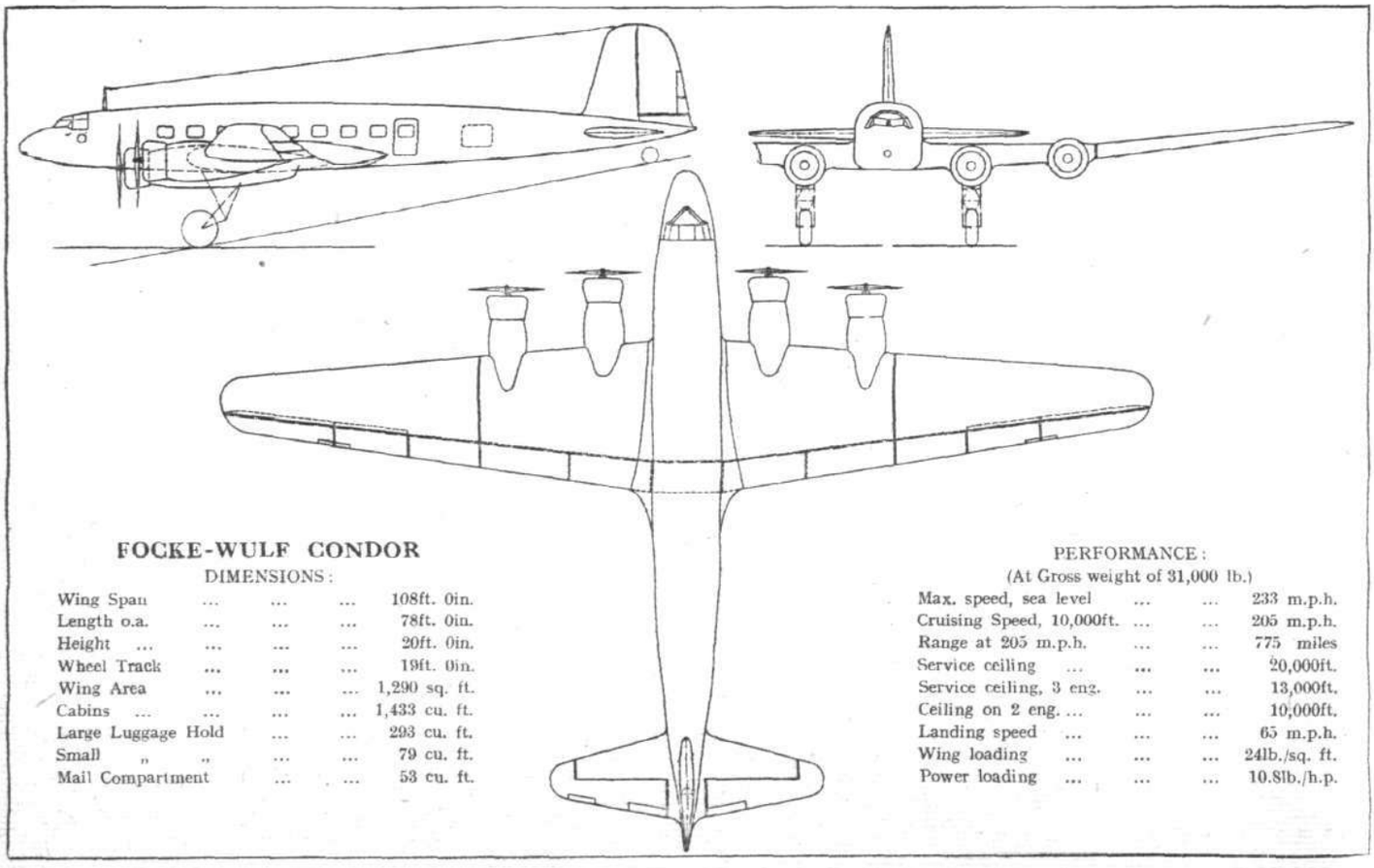
Electric Operation

An interesting part of the equipment is the electric control of the trimming tabs on rudder, elevator and ailerons. An electrically operated indicator in the pilots' cockpit shows the angle of these tabs at any instant.

The fuel is carried in the wing root, and each engine has its own petrol tank, separated from the others, although they can be connected when desired. In addition there is a small starting tank for each engine, normally containing fuel of a higher octane number than that in the main tanks. The engine installation has been so simplified that a complete engine unit can be changed in fifteen minutes.

In the undercarriage design an unusual feature is that the two main trap doors through which the wheels emerge close again when the wheels have reached the "down" position. This makes the undercarriage much less "dirty," aerodynamically speaking, for the take-off.

The main data are given in the general arrangement drawings below.



FOCKE-WULF CONDOR

DIMENSIONS:

Wing Span	108ft. 0in.
Length o.a.	78ft. 0in.
Height	20ft. 0in.
Wheel Track	19ft. 0in.
Wing Area	1,290 sq. ft.
Cabins	1,433 cu. ft.
Large Luggage Hold	293 cu. ft.
Small „ „	79 cu. ft.
Mail Compartment	53 cu. ft.

PERFORMANCE:
(At Gross weight of 31,000 lb.)

Max. speed, sea level	233 m.p.h.
Cruising Speed, 10,000ft.	205 m.p.h.
Range at 205 m.p.h.	775 miles
Service ceiling	20,000ft.
Service ceiling, 3 eng.	13,000ft.
Ceiling on 2 eng.	10,000ft.
Landing speed	65 m.p.h.
Wing loading	24lb./sq. ft.
Power loading	10.8lb./h.p.